

# A Message from Governor John Engler

**October 2002**

To the Citizens of Michigan:

More than halfway around the world – that’s how far you could get on the 14,500 miles of state roads that have been improved from 1991 through 2002. Over the same period, nearly 1,900 bridges were repaired. In fact, our *Build Michigan* initiative has been the most comprehensive and ambitious effort in 50 years to repair and rebuild our roads and bridges.

Since 1991, improving Michigan’s vital transportation infrastructure has been a top priority, including both increased funding and improved management. The first step was *Build Michigan I* – a plan to increase transportation spending by \$1 billion over five years. Later, *Build Michigan II* was launched in 1997, allowing record-setting investments in state roads and bridges – \$1.56 billion in 2001, nearly five times the \$328 million invested statewide in 1991. In fact, the Michigan Department of Transportation (MDOT) is spending more in the metropolitan Detroit area alone in 2002 than it had available to invest statewide in 1991.

Now, *Build Michigan III* is plowing an additional \$1 billion into road repair over four years to enhance safety, relieve congestion and promote economic growth. This incredible record is a direct result of our success working with Michigan’s congressional delegation to increase federal transportation funding by an annual average of \$312 million.

This increased investment has been accompanied by a dramatic increase in efficiency and improved management of resources. In the past, for example, a majority of MDOT’s employees were stationed in Lansing. Now, most MDOT workers are stationed outside Lansing in regional offices and conveniently located Transportation Service Centers statewide.

Another key management reform was the implementation of the Capital Preventive Maintenance (CPM) program that has improved road quality and saved taxpayers more than \$1 billion since 1991. CPM has also helped to cut construction delays and reduce vehicle wear and tear. In addition, Michigan leads the nation with the use of state-of-the-art software to track road and bridge projects. This award-winning system has cut construction delays, kept projects on time, reduced costs and helped major projects reach completion ahead of schedule. Incentives and penalties have also helped projects get done on time and on budget.

The result of increased investment and improved management is apparent in the broad range of road repair and rebuilding projects that have been completed statewide. These include the Davison Freeway, major sections of I-75 in Detroit, M-37 in Kent County, the US-131 “S-Curve” reconstruction in Grand Rapids and I-496 in Lansing. Other long-awaited projects include the Haggerty Connector in Oakland County, the US-131 Cadillac Bypass, the US-127 St. Johns Bypass, the first segment of the South Beltline in Grand Rapids and the

second span of the Blue Water Bridge. The bottom line is that when it comes to fixing Michigan roads, the results can be measured in the record high number of roads and bridges repaired and rebuilt over the past 12 years.

Michigan's commercial airports have also benefited from major improvements in both facilities and services. The most notable recent achievement is the opening of the new \$1.2 billion Midfield Terminal at Detroit Metropolitan Airport. The new terminal doubles the capacity of Michigan's aeronautical gateway to the world.

As the auto capital of the world, Michigan understands the vital importance of our transportation infrastructure. With unprecedented investments in road and bridge repair and other vital facilities, Michigan motorists and our economy are benefiting from a safer, smoother, more efficient transportation system.

Sincerely,

A handwritten signature in black ink that reads "John Engler". The signature is fluid and cursive, with the first name "John" and last name "Engler" clearly distinguishable.

John Engler  
Governor

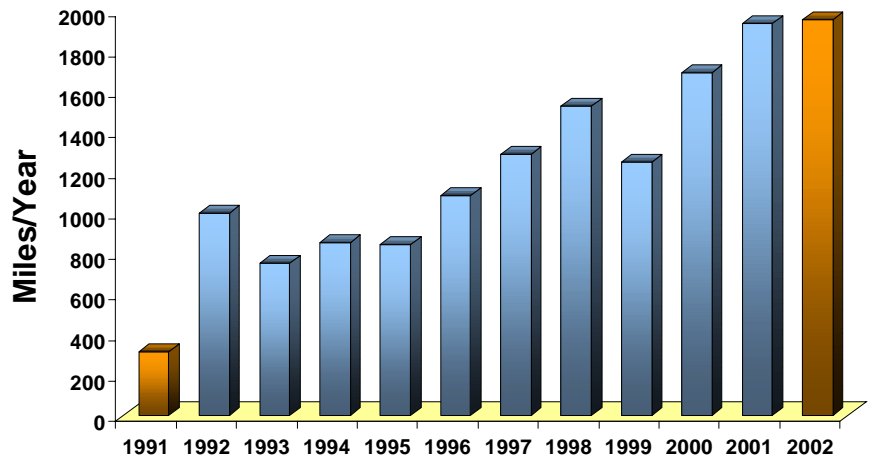
# Investing in Our Future Fixing Michigan Roads

## State Repairs 14,500 Miles of Roads

Since 1991, Governor John Engler's *Build Michigan* I, II and III initiatives have increased investment in road and bridge repair from less than \$400 million annually to more than \$1.5 billion in both 2001 and 2002. As a result of this nearly 400 percent increase in funding, the miles of road fixed and the number of bridges repaired has climbed dramatically.

For example, over the past two years alone, nearly 4,000 miles of state roadways have been improved, putting Michigan well on the way toward having 90 percent of our state freeway miles in good condition. In total, 14,500 miles of Michigan roads have been improved since 1990.

## 14,500 Miles of Road Improved



## Bridge Repair in State Increases Four-Fold

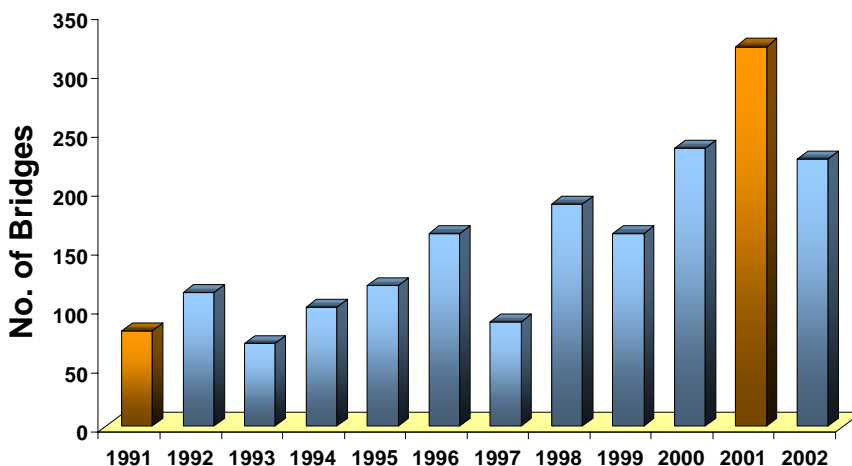
The number of bridges that have been fixed each year has also climbed dramatically, from 81 in 1991 to a high of 322 in 2001. In total, nearly 1,900 bridges have been preserved or improved since 1990.

## Federal Funding for Michigan Increases

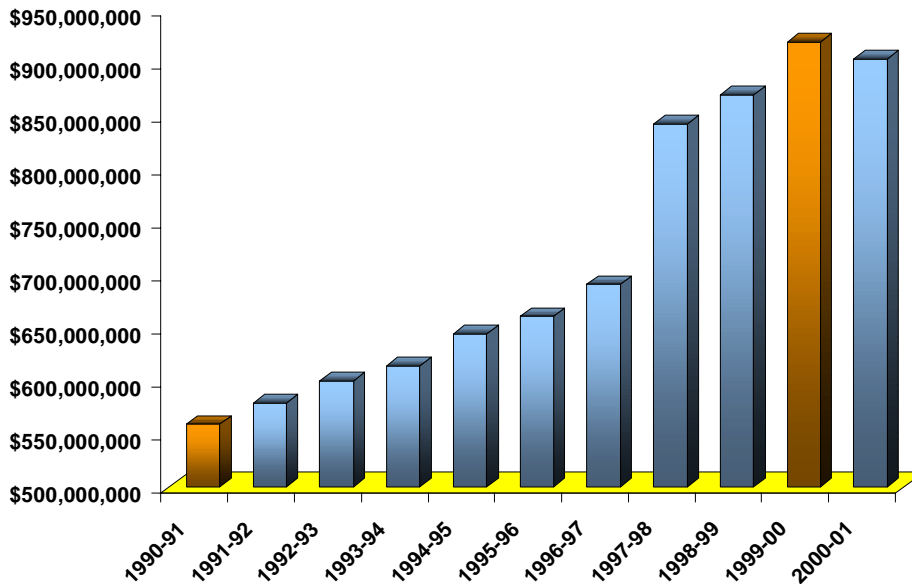
Since the federal Highway Trust Fund first began, Michigan has been a "donor" state, sending more federal gas tax funds to Washington each year than it receives for work on federal-aid eligible highways. In 1997, Governor Engler led a lobbying effort in Washington, D.C. to increase Michigan's share of federal transportation dollars. As a result, Michigan now receives an additional \$312 million annually through the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

These funds, coupled with the state gas tax increase enacted as part of *Build Michigan II*, have enabled MDOT to undertake the largest highway construction programs in its history in 1999, 2000 and 2001.

## 1,871 Bridges Repaired



## Local Road Funding Soars



(Michigan Transportation Fund Distribution)

## Money for Local Roads Increases

Local road agencies now share the largest combined level of funding from state and federal sources in history. In fact, *Build Michigan I* increased state funding of local road commissions from less than \$30 million in 1992 to more than \$150 million in 1997. Following on the heels of *Build Michigan II*'s record levels for local funding, *Build Michigan III* increased local funding to a record high of nearly \$1 billion.

## Public Transit, Aviation Receive More Federal Support

Michigan's public transit program currently ranks sixth in the nation in state support for public transit. Increased federal funding for transit has also been a major focus. As a result of Governor Engler's efforts in TEA 21, Michigan received a nearly 50 percent increase in transit formula funds as well as \$23.5 million in special earmarked funds. In addition, Governor Engler fights for this cause yearly through the appropriations process.

Aviation concerns have also topped Governor Engler's agenda. The passage of the Aviation Investment and Reform Act for the 21st Century (AIR-21) invests more than \$100 million in our airports, nearly doubling federal funds for aviation investment in Michigan.

### CHECK OUT MDOT ON THE WEB!

[www.michigan.gov/mdot](http://www.michigan.gov/mdot)

Visit the Michigan Department of Transportation's new home on the Web. At MDOT's Website travelers and contractors can:

- check the status of ongoing road and bridge repair projects,
- order a myriad of map products, including MDOT's free state map,
- bid on upcoming state construction projects,
- use Jobs@MDOT to search for employment,
- file claims,
- calculate driving distances,
- and much, much more!



## Restoring Federal Transportation Funding for Michigan

As chairman of the National Governors Association, Governor Engler led a campaign to urge Congress to restore federal funding to the maximum level possible for FY 2003. As a result the United States House of Representatives and United States Senate authorization committees introduced duplicate bills to restore funding to at least the amount established in law for 2003, averting what could have been a loss of more than \$8 billion in funding.

## Five Year Road and Bridge Program

In February 1999, MDOT published the first edition of its Five Year Road and Bridge Program, a complete compilation of anticipated road and bridge work for the years 1999 through 2003. The effort built on the department's new approaches to asset management and required the involvement of staff throughout the MDOT region and central offices. The publication has become very popular and is widely used by local governments and private sector contractors to make their own plans based on MDOT's construction schedule.

Since the publication began, more than 90 percent of the work listed has proceeded according to schedule. The publication is now updated and republished each year with the latest edition covering 2002-2006.

## Capital Preventive Maintenance Program Saves \$1 Billion Plus

Since its implementation in 1991, the Capital Preventive Maintenance (CPM) program, with strong leadership on the part of Governor Engler, has accrued savings for MDOT of more than \$1 billion. Other benefits of the plan have included fewer overall construction delays and less vehicle wear and tear, leading to an increase in satisfaction among Michigan's motorists. CPM has helped Michigan become a pioneer in the advancement of the pavement preventive maintenance philosophy, saving taxpayers money and making their journeys faster, safer and more enjoyable.

## *Progress Report:* US-131 Cadillac Bypass



In 2001, a freeway bypass was opened around Cadillac, removing US-131 traffic from the city's main street. The first half of the bypass was opened seven months ahead of schedule in November 2000.

Throughout the 1980s and 90s, the US-131 freeway stopped at the southern entrance to Cadillac. Traffic between northern Michigan and Grand Rapids, Kalamazoo, Chicago and points south was funneled down Mitchell Street, the main commercial street in Cadillac. During the Engler administration, this most needed segment of US-131 was constructed as part of the Build Michigan II Program, eliminating the worst points of delay and inconvenience for through travelers. Shopping and commerce in downtown Cadillac became markedly more convenient. Long-distance drivers and truckers no longer compete for the same road space as shoppers and commuters to the growing number of businesses in Cadillac.



## Progress Report:

### M-6, The Paul B. Henry Freeway

A freeway across the southern side of Grand Rapids that had been contemplated for over 20 years is now becoming a reality. This major addition to Michigan's highway network will provide a direct route for through trips across Grand Rapids, bypassing the I-196 route through downtown for trips between mid-Michigan and the growing West Michigan shoreline area.

The project will also supplant badly congested existing routes such as M-11 and 44<sup>th</sup> Street, for trips to the growing number of new employers in the south Grand Rapids suburbs. As the project was launched, a decision was made to name the new route the Paul B. Henry Freeway, after the late U.S. Congressman, who was greatly respected in both West Michigan and Washington.

The first segment of the project, connecting I-96 and M-37, opened ahead of time in

November 2001. The rest of the project is expected to open by 2005, expedited by the *Build Michigan III* Program.



## Fix Detroit 6 Website Helps Metro Motorists

Fix Detroit 6 is a new web site dedicated to six high-impact road projects in metropolitan Detroit being managed by the Michigan Department of Transportation (MDOT). The Website, available by following the Fix Detroit 6 icon at [www.michigan.gov](http://www.michigan.gov), enables commuters and visitors to check on project detours and progress. MDOT is investing nearly \$200 million in six state road and bridge projects alone in the area during 2002 and 2003.

The projects highlighted include:

- I-94 in Macomb County,
- I-94 bridge rehabilitation on Detroit's east side,
- I-94 resurfacing in Detroit,
- I-75 reconstruction in southern Wayne County,
- M-10 (Lodge Freeway) reconstruction in downtown Detroit, and
- M-10 pavement rehabilitation in northwest Detroit.



Fix Detroit 6 provides detailed descriptions of the projects and up-to-date information on lane and road closures, as well as detours. The site features e-mail alerts for upcoming closures, maps depicting posted detours and information on the progress of the projects.

# Better Roads, Fewer Delays More Efficient Management

## Management Reforms Speed Construction, Reduce Delays

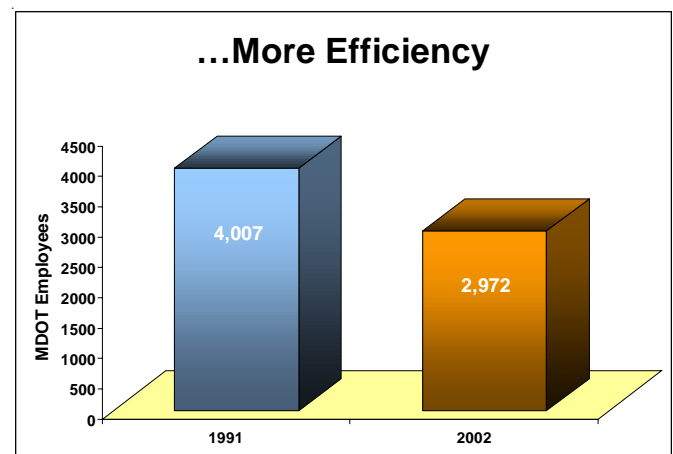
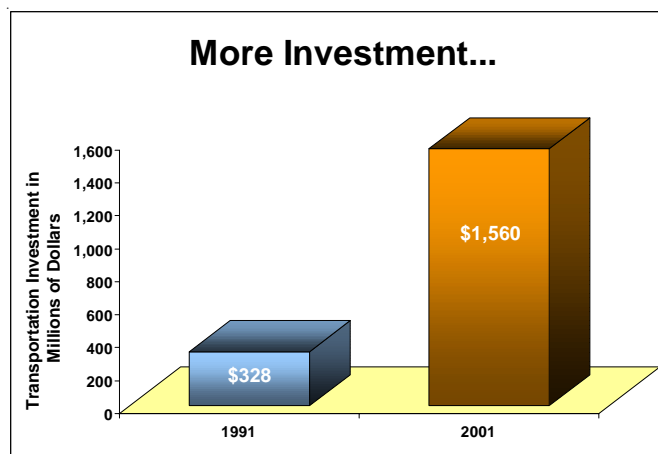
Innovative methods of contracting for road repair have reduced the impact of road-construction projects on travel. As the size of the annual road maintenance and improvement program has grown, individual projects have been sped up to reduce delay and congestion.

Historically, few scheduling constraints were imposed on road contractors, and motorists and truck drivers were often plagued by extended road closures. Now, MDOT takes aggressive steps to minimize the impact of closures on drivers.

For example, a policy has been adopted keeping all northern Michigan freeways open for weekend travelers, and moving construction out of the way of motorists during major holidays. On commuter routes, work is undertaken on weekends or at off-peak hours. Where major routes are closed altogether, contractors may work 24 hours a day until the job is done.

Incentive and penalty amounts are the chief means of ensuring speedy construction of road improvements. Other methods take a market approach to minimizing both impact and cost. Contractors may even be required to “rent” lanes from road users, creating an incentive to minimize closures, while giving contractors the freedom to balance cost and user impact for the lowest combined total.

High-level management attention is given to high-impact projects, those with the most potential to adversely affect road users or surrounding communities. The annual construction program for each region is carefully coordinated to minimize the potential impact from multiple projects in the same area. Schedules are coordinated with the projects of other road agencies and major private-sector events in the area.



## Transportation Service Centers Focus on Customers

Since the first local customer service location was established in 1996, MDOT has opened 26 Transportation Service Centers (TSC) statewide, replacing 52 field offices with limited services. Customer-focused TSCs bring MDOT's work closer to customers, give local opportunities for motorists to become involved with transportation issues, and provide information and services to customers as quickly and easily as possible. In fact, there is a TSC within one-hour's driving distance for every resident in Michigan.

# Award-winning FieldManager Software Tracks Projects Efficiently, Allows for Completion in Record Time

FieldManager is a highly innovative suite of software used for managing and tracking road and bridge construction projects. Developed by a successful landmark partnership between a state governmental agency and a private sector company, the software has had a significant positive effect on Michigan's road and bridge construction program.

In fact, since FieldManager was fully implemented statewide in 1999, some \$4 billion in construction contracts have been awarded and FieldManager has successfully managed all of them. Paramount in MDOT's expanded program was a very focused effort to use aggressive construction schedules to reduce the impact on Michigan's traveling public – a schedule that would have been impossible without FieldManager.

The software has streamlined MDOT operations to save Michigan taxpayers more than \$16.8 million per year in reduced hands-on time. Motorists have benefited because projects are completed faster, and motorists experience fewer travel delays at construction sites. For example, several recent complex projects in heavily traveled urban areas, such as the \$120 million replacement of the US-131 "S-Curve" in downtown Grand Rapids, were completed in record time.

FieldManager has helped MDOT become a national leader in asset management and it is already in use statewide in Iowa, Wisconsin, Oklahoma and Maine. In addition, it is being piloted at the Idaho and Alaska departments of transportation.

## ***Progress Report:*** **US-127 St. Johns Bypass**

For decades, travel between Lansing and northern Michigan was slowed by the traditional route through St. Johns in Clinton County. Vacation trips and truck traffic were delayed, and the community was subjected to burdensome traffic.

As long-distance traffic volumes grew on US-127, the problem of the traditional route through the east side of the city of St. Johns grew markedly worse in the 1990s. Delays at the M-21 junction on summer weekends became severe, and local circulation to homes and businesses became increasingly difficult.

To address these longstanding concerns, a continuous freeway route from Lansing to north of St. Johns was finished in 1998. Retailers on the route were initially fearful of the impact of removal of through traffic, but removal of high-speed through traffic from what is now a business route (US-27BR) has proven beneficial. The community of St. Johns

can now patronize local retailers more conveniently, and through motorists still depend on St. Johns businesses for travel services, and three interchanges serve the city.





# Elimination of the Sunset Provision in Public Act 51

In 1999, a study committee appointed by both the governor and the legislature reviewed the distribution of state gasoline tax revenues and made recommendations to add, modify, or preserve existing laws. One of the key recommendations in their report, *Transportation Funding for the 21<sup>st</sup> Century*, was to eliminate the sunset for the formulas distributing state transportation revenue in Public Act 51 of 1951.

Governor Engler subsequently signed legislation eliminating the sunset provision, removing the danger of significant project delays and cancellations due to absence of a funding distribution mechanism in the law.

## ***Progress Report:*** **M-5 Haggerty Connector**

The M-5 Haggerty Connector serves one of the fastest growing areas in Oakland County. That is why it continues to be one of MDOT's top priorities.

### **October 1994**

The first phase of the long-awaited Haggerty Connector was completed – a \$35 million stretch of M-5 from the interchange of I-96, I-696, and I-275 to 12 Mile Road.

### **August 1999**

The second phase was completed – a \$23 million stretch from 12 Mile to 14 Mile.

### **November 2002**

The final phase will be completed – a \$21 million stretch from 14 Mile to Pontiac Trail where M-5 will terminate.

In conjunction, crossroads to M-5 have been reconstructed to fit into the boulevard format. In 2001, we constructed a boulevard at Pontiac Trail. In 2002, the same principle is being applied at Maple (15 Mile), and crews are changing Maple from a two-lane asphalt roadway to a four-lane concrete boulevard – raising the roadway 15 feet. Similar improvements have already been completed at 12 Mile, 13 Mile and 14 Mile roads.

Maple carries approximately 19,000 vehicles a day, and is projected to carry 31,000 a day by 2010. By 2010, MDOT experts anticipate 50,000 vehicles a day will use M-5.



# Supporting Trade, Travel, and Tourism Transportation Infrastructure

## High Speed Positive Train Control Brings Fast Trains to Michigan

Michigan, in cooperation with the Federal Railroad Administration, Amtrak and the private sector, has developed and implemented a first-of-its-kind in North America railroad signal system enabling trains to travel at speeds up to 90 mph between Kalamazoo and Niles.

As part of this project, the Michigan Department of Transportation funded the upgrade of about 70 miles of railroad in southwest Michigan to accommodate train speeds up to 110 mph. This is the only corridor outside the northeast where the track infrastructure meets the Federal Railroad Administration track standards for speeds over 100 mph. This technological breakthrough will likely lead to higher speed passenger rail service in the Detroit-Chicago Rail Corridor, throughout the Midwest, and in other parts of the United States.

## Regional Transportation Program Serves Multi-County Areas

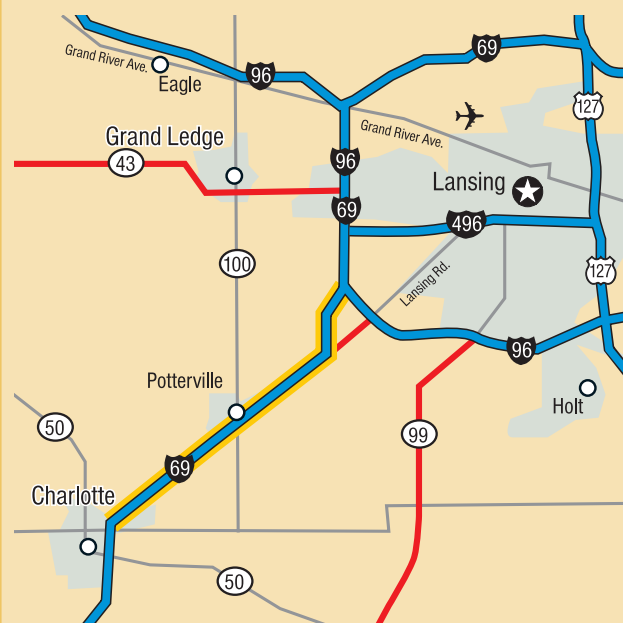
Launched in 1997, Michigan's regional transportation program provides seamless transportation by facilitating travel across county lines. Regional service provides access to medical/health care facilities, educational and training facilities, employment centers, major stores and commercial districts, and other destinations.

Fourteen projects, involving collaborations with 50 counties, have participated in the program, providing service in both urban and rural areas statewide. Funding includes startup expenses, capital equipment, facility modification, marketing, and operating assistance. Regional projects focus on multi-county service and are intended to facilitate regional travel across multiple eligible agencies. This program has been funded with state resources of about \$10 million over the past five years.

In FY 2001, nearly 1.3 million miles of travel were provided for the estimated 240,000 passengers being served under this program.

## *Progress Report:* Interstate Completion

Four miles of I-69 between Charlotte and I-96 were opened west of Lansing in October 1992, completing the 203-mile freeway from the Indiana border north and east to the Blue Water Bridge at Port Huron. The opening also completed Michigan's 1,241-mile Interstate system after 36 years of construction.



## New MidField Terminal Opens at Detroit Metropolitan Airport

With more than 35 million passengers using it each year, Detroit Metropolitan airport is Michigan's gateway to the world. Opened in 2002, the new midfield terminal at Detroit Metro doubles the capacity and dramatically improves the quality of service at one of the world's premier airports.

Working with Northwest Airlines and Wayne County, the state invested \$65 million toward the development of the terminal and airport facilities as well as additional resources in road improvements. As a result of the state's investment, Northwest Airlines has expanded air service at several Michigan communities, making these airports eligible for additional federal dollars for capital improvements.



## Mobile Aircraft Rescue and Fire Fighting Unit Saves Millions

In June 1997 MDOT completed the nation's first mobile aircraft fire fighting and rescue trainer simulator. Since 1997, the unit has provided live fire drills for more than a thousand Michigan firefighters and saved airports millions of dollars in training costs.

Designed and commissioned by the Michigan Bureau of Aeronautics, the 50-foot-long unit resembles an 18 seat aircraft, using propane burners and smoke machines to provide firefighters with realistic training on various aircraft emergencies. MDOT worked with the FAA to fund the \$500,000 prototype and also partnered with Kellogg Community College's Great Lakes Fire Training Institute to schedule, operate and transport the unit to airports across the state.

## ***Progress Report:*** **M-43 • Williamston**

THE HON. KEN ZICHI

*Mayor*

The City of Williamston

Ken Zichi, mayor of Williamston, is happy with the current road construction taking place in his city, although some residents have mixed emotions as they are faced with closed roads and lengthy detours. One of the oldest land routes in Michigan, M-43 is one of the state's most well-traveled routes with approximately 13,200 cars a day.

For the next year, 2.5 miles of Grand River Ave. (M-43) through downtown Williamston will see pavement removal and reconstruction, curb and gutter replacement, storm drainage improvements and replacement of the bridge over Deer Creek. This project, begun in April 2002, will be completed in early fall 2003.

Zichi is pleased with the much needed improvements to the route, one filled with many bumps and potholes. "Ideally it will bring it up to the standard of a travelable road," he says. In addition, the downtown area is getting a facelift and sidewalk improvements to make the area more usable.

Although there have been a few roadblocks and minor obstacles, Zichi gives much credit to MDOT employees. "They have been very receptive to working with our needs."





## Construction of a New Soo Lock

The need for a new lock in the Soo was first identified in the early 1980s, and discussion of how to fund its construction has been taking place for nearly 15 years. With Governor Engler's leadership, Congress approved its first construction funds to go toward the new lock, and Michigan created a dedicated Soo Locks Fund, which will provide Michigan's share of the new lock's construction.

The proposed lock will replace two obsolete locks constructed during World War I and will ensure for decades to come the continued viability of the Soo Locks for large freighters traveling the Great Lakes.

## Blue Water Bridge Adds 2nd Span

The Blue Water Bridge is the third busiest international crossing between the United States and Canada and the second busiest commercial crossing in North America. More than 14,000 vehicles cross the bridge each day, including as many as 6,000 trucks. Commercial traffic carries more than \$320 million in goods across the bridge each day and well over \$120 billion a year.

The second span of the Blue Water Bridge was constructed between 1995 and 1997 at a cost of \$41.3 million (for the Michigan half). It carries three lanes of eastbound traffic, and the original Blue Water Bridge carries three lanes of westbound traffic.

### ***Progress Report:***

## Michigan International Speedway • Brooklyn

**BARRY GIBSON**

*Director of Operations*

Michigan International Speedway

In recent years, the number of people who follow NASCAR racing has blossomed, often giving local authorities around racetracks logistical problems when it comes to getting the fans in and out of a venue. Barry Gibson, director of Operations for Michigan International Speedway (MIS), is in charge of traffic control during race weekends, and says that it is really quite simple to get 250,000 fans in and out of MIS.

"We have a full blown traffic pattern that allows for certain roads in and out of MIS to be one way in and one way out," Gibson said. "On NASCAR weekends in June and August, when we host the Sirius Satellite Radio 400 and the Pepsi 400, we use up to 4,000 orange barrels and 200-plus temporary signs that tell race fans where to go."

With work currently being done on U.S. 127, Gibson worked with MDOT and state police to come up with alternate routes in and out of MIS, and these maps go out to ticket holders. "The construction isn't keeping people away," Gibson claimed. "They're just finding ways to avoid the construction."

Overall, Gibson says that MDOT and MIS work very closely together in conjunction with state and local police to ensure a safe and uncomplicated way in and out of the venue.



## Transportation Initiative Supports Strong Families in Michigan

Michigan's nationally-recognized welfare reform strategy focuses on tearing down the barriers to work and independence. One of those barriers is transportation. As part of this strategy, Project Zero is a state initiative with the goal of reducing to zero the number of public assistance households without earned income. Funding for this program is helping welfare recipients and other low-income workers get to and from work, training, and child care sites.

Each Project Zero site develops and implements a community-based plan that identifies unique needs and the necessary resources to meet those needs. As part of this process, barriers have been identified and solutions have been developed to get people rides to and from work. Transportation projects maximize the use of existing public transportation resources and demonstrate the use of a wide range of providers such as public, private, and specialized services agencies.

With these added resources, local transit agencies have been able to offer a wide variety of transportation services to get individuals to work. Oftentimes the trips are for long distances where people are being transported from the city into the suburbs or from rural areas to an employment site in a neighboring community. In some cases, persons with disabilities and the elderly have been targeted for needed transportation to work.

Project Zero has grown from six sites in 1996 to a statewide program in 2001. MDOT has secured and provided funds for 100 percent of the capital needs and 50 percent of the operating expenses, while the Department of Career Development and the Family Independence Agency have each provided 25 percent of the operating costs.

To date, 91 of the 102 targeted sites have hit zero unemployment, including all the sites in Wayne County. In FY 2001, 63 counties received funding for Project Zero transportation, and an estimated 350,000 passengers benefited from transportation services.

## ***Progress Report:*** US-131 S-Curve



Redesign and reconstruction of US-131 S-Curve carrying traffic over the Grand River and the city of Grand Rapids was the largest and most complex civil engineering project ever to be launched in West Michigan at the time it was undertaken. The project became necessary after settling of the riverbed supporting the elevated highway structure caused significant damage to the bridge. While the bridge was safe for travel in the short term, the project was put on an expedited schedule to ensure the continued safety of motorists.

The entire highway and numerous bridges were removed and reconstructed, requiring closure of the freeway for nearly a year. MDOT worked with the city and Van Andel Museum to relocate museum archives to a new, state-of-the-art facility from the single building that was removed for the highway widening. A critical archaeological investigation and dig was completed in record time to clear the site for utility relocation and construction. The highway was open to traffic in just over 10 months and was highly successful, from both communications and engineering standpoints.



## ***Progress Report:***

### **M-10 and M-24 • Metro Detroit**

In 2002, there are numerous projects under way in the Metro Detroit region, including rehabilitating Northwestern Highway (M-10) in Oakland County and the reconstruction and resurfacing of Telegraph in Redford Township and Detroit.

**THOMAS BIASELL**

*Director of Public Works*

The City of Farmington Hills

**LEO SNAGE**

*Director of Public Services*

Redford Township

According to Thomas Biasell, Farmington Hills director of Public Works, M-10 (Northwestern Highway) through Farmington Hills and Southfield had not been more than resurfaced a few times since the original road was built in 1927. Biasell credits the Governor's initiative in improving state roads for the rehabilitation of Northwestern Highway. "Would this have been done in the past?" he asked. "I couldn't tell you, but it was in large part from his efforts. The need was there, and it's getting addressed now and correctly."

Like their neighbors in Southfield, residents of Redford are experiencing backlogs and longer commutes, but people traveling on M-24 (Telegraph Road) in Redford will notice a difference come November when the project is finished, Leo Snage, director of Public Services promised. "Telegraph Tomorrow and the paving project are wonderful, great accomplishments, and they are long over due," Snage stated. "They are going to be great for Redford. We feel that the construction will enhance neighborhoods and businesses and make Telegraph a nice road to travel."